COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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June 2, 2005

IN REPLY PLEASE REFER TO FILE: PD-3

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

MEYER ROAD IMPROVEMENTS PROJECT
MITIGATED NEGATIVE DECLARATION AND AUTHORITY TO PROCEED
SUPERVISORIAL DISTRICT 1
3 VOTES

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the enclosed Mitigated Negative Declaration for the proposed Meyer Road improvements project; concur that the project with the proposed mitigation measures will not have a significant effect on the environment; find that the Mitigated Negative Declaration reflects the independent judgment of the County; and approve the Mitigated Negative Declaration.

2. Adopt the Mitigation Monitoring and Reporting Program enclosed in the Mitigated Negative Declaration to ensure compliance with the project and conditions adopted to mitigate or avoid significant effects on the environment.

3. Approve the project and authorize Public Works to carry out the project.

4. Find that the proposed project will have no adverse effect on wildlife resources, and authorize Public Works to complete and file a Certificate of Fee Exemption with the County Clerk.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the project is to improve the roadway to provide better traffic circulation and pedestrian safety and to widen Meyer Road to a uniform width. The proposed project is located entirely within an unincorporated portion of Los Angeles County, near the City of Santa Fe Springs. The proposed project involves widening Meyer Road from Carmenita Road to Hastings Drive to accommodate two lanes of traffic in each direction. Parkway improvements, including a sidewalk, would occur on the south side of the street. In addition, construction of a sidewalk and other improvements would occur on Inez Avenue from Leffingwell Road to Haley Avenue. The proposed project would also include restriping Meyer Road for two lanes in each direction and reconstruction or repaving of Meyer Road.

An environmental impact analysis/documentation is a California Environmental Quality Act requirement that is to be used in evaluating the environmental impacts of this project and should be considered in the approval of this project. As the project administrator, we are also the lead agency in terms of meeting the requirements of the California Environmental Quality Act.

Implementation of Strategic Plan Goals

This action is consistent with the County's Strategic Plan Goal of Service Excellence as this action will provide residents of the community with a safer, less congested roadway, thus improving the quality of life in the County.

FISCAL IMPACT/FINANCING

There is no impact to the County's General Fund. Funding for preliminary engineering is included in the Road Fund Budget for Fiscal Year 2004-05. Funding for construction of the project is proposed to be included in a future Road Fund Budget. The proposed project, including filing fees, is estimated to cost $1,240,000. A construction contract will be advertised for bids at a later date, contingent on your approval of this action.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Under California Environmental Quality Act, any lead agency preparing a Negative Declaration must provide a public notice within a reasonable period of time prior to certification of the Negative Declaration. To comply with this requirement, a Notice of Intent pursuant to Section 21092 of the Public Resources Code was published in the *Long Beach Press Telegram* on December 3, 2004. Copies of the Mitigated Negative Declaration were sent to the Santa Fe Springs City Library for public review. Notices were mailed to residents in the vicinity of the project.

The public review period for the Mitigated Negative Declaration ended on December 22, 2004. Comments were received from Mr. Brian A. Moralez during the public review period.

Based upon the Initial Study of Environmental Factors, the Negative Declaration determined that the project with necessary mitigation measures will not have a significant effect on the environment. Therefore, approval of the Mitigated Negative Declaration is requested at this time.

ENVIRONMENTAL DOCUMENTATION

The California Environmental Quality Act requires public agency decision makers to document and consider the environmental implications of their action.

A fee must be paid to the Department of Fish and Game when certain notices required by California Environmental Quality Act are filed with the County Clerk. The County is exempt from paying this fee when the Board finds that a project will have no impacts on wildlife resources. The Initial Study of Environmental Factors concluded that there will be no adverse effects on wildlife resources. Upon approval of the Mitigated Negative Declaration by your Board, we will file a Certificate of Fee Exemption with the County Clerk. We will also file a Notice of Determination in accordance with the requirements of Section 21152(a) of the California Public Resources Code. A $25 handling fee will be paid to the County Clerk for processing.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project will not have a significant impact on current services or projects currently planned.

CONCLUSION

Please return one approved copy of this letter to us.

Respectfully submitted,

for Patrick J. McCully

DONALD L. WOLFE
Acting Director of Public Works

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Enc.

cc: Chief Administrative Office
County Counsel

MEYER ROAD

improvements project

EDAW

MEYER ROAD IMPROVEMENTS PROJECT

Final Initial Study and Mitigated Negative Declaration

Prepared For:
County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

Prepared By:
EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010

February 2005

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SECTION 1.0
INTRODUCTION

The County of Los Angeles Department of Public Works (County) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the proposed Meyer Road Improvements Project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq.*, and the State CEQA Guidelines California Code of Regulations §15000 *et seq.* The County is the CEQA lead agency for this project.

The proposed project includes roadway and intersection improvements along Meyer Road and Inez Avenue near the City of Santa Fe Springs in the unincorporated portion of Los Angeles County. The proposed improvements, described in detail in Section 2.0, include a road widening, parkway improvements, roadway reconstruction, new curb ramps, new retaining walls, signage, pavement markings, and sidewalk construction.

The improvements are necessary to ensure safety and mobility for both pedestrians and motorists while enhancing the appearance of Meyer Road and Inez Avenue.

1.1 CEQA Process

This IS/MND has been prepared pursuant to the requirements of Sections 15063, 15070, and 15071 of the CEQA Guidelines. This document summarizes and addresses the results of the Initial Study prepared to determine if any significant environmental effects would occur from the proposed roadway improvements along Meyer Road and Inez Avenue. In accordance with CEQA and the State CEQA Guidelines, a 20-day public review period for this IS/MND has been implemented. The Draft IS/MND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the Draft IS/MND is available for general public review at:

County of Los Angeles
Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

Santa Fe Springs City Library
Reference Desk
11700 Telegraph Road
Santa Fe Springs, CA 90670

During the 20-day review period, the public will have an opportunity to provide written comments on the information contained within this Draft IS/MND. The public comments on the Draft IS/MND and responses to public comments will be incorporated into the Final IS/MND. The County Board of Supervisors will use the Final IS/MND for all environmental decisions related to this project.

- ***No Impact.*** This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

The data used to prepare this IS/MND are included as appendices.

SECTION 2.0
PROJECT DESCRIPTION

This section describes the objectives of the proposed project, the location of the site, and the details of the roadway improvement project, including the anticipated construction requirements and construction schedule. This information is the basis for the analysis of environmental impacts included in Section 4.

2.1 PROJECT LOCATION

The proposed project is located entirely within an unincorporated portion of Los Angeles County, near the City of Santa Fe Springs (Figure 2-1). Meyer Road extends through unincorporated Los Angeles County from its northern end at Shoemaker Avenue in the City of Santa Fe Springs, southeast to Imperial Highway in the City of La Mirada. The boundaries of the roadway improvement project on Meyer Road extend from Carmenita Road to Hastings Drive (Figure 2-2). The Meyer Road improvements include minor improvements to Beaty Avenue, Inez Avenue, Sunshine Avenue, and Leland Avenue. The project also includes improvements on Inez Avenue from Leffingwell Road to Haley Avenue, also in the unincorporated portion of Los Angeles County.

2.2 PROJECT BACKGROUND

Meyer Road was constructed in its present configuration in 1948 and was last resurfaced in 2000. The existing flow of traffic on Meyer Road is reduced from two lanes to one lane in each direction from approximately Carmenita Road to Hastings Drive. In this area, the convergence of lanes on Meyer Road results in traffic congestion. Meyer Road is designated as a Major Highway in the Los Angeles County Highway Plan. The average existing road width of 60 feet from Carmenita Road to Hastings Drive does not meet the requirements for a Major Highway roadway designation. The County maintains a right-of-way width of 90 to 100 feet across Meyer Road.

Meyer Road from Carmenita Road to Hastings Drive is also missing parkway improvements on the south side of the street west of the Beaty Avenue intersection and between Inez Avenue and Hastings Drive. Residents in this area have requested concrete parkway improvements on the south side of the road. Currently, the appearance of Meyer Road does not provide an attractive corridor or pedestrian friendly environment. The parkway and hardscape (sidewalk, curb and gutter, lighting system, etc.) are not consistent and present a very harsh appearance. The parkway appearance does not blend well with the community and does not provide a pleasant driving experience.

Overall, Meyer Road issues consist of narrow lane widths, substandard width for a highway designation, an inadequate sidewalk, and inconsistent appearance. To ensure that this critical arterial continues to meet the needs of the community while accommodating future increases in traffic, improvements to the roadway, intersections, parkway, and median must be implemented.

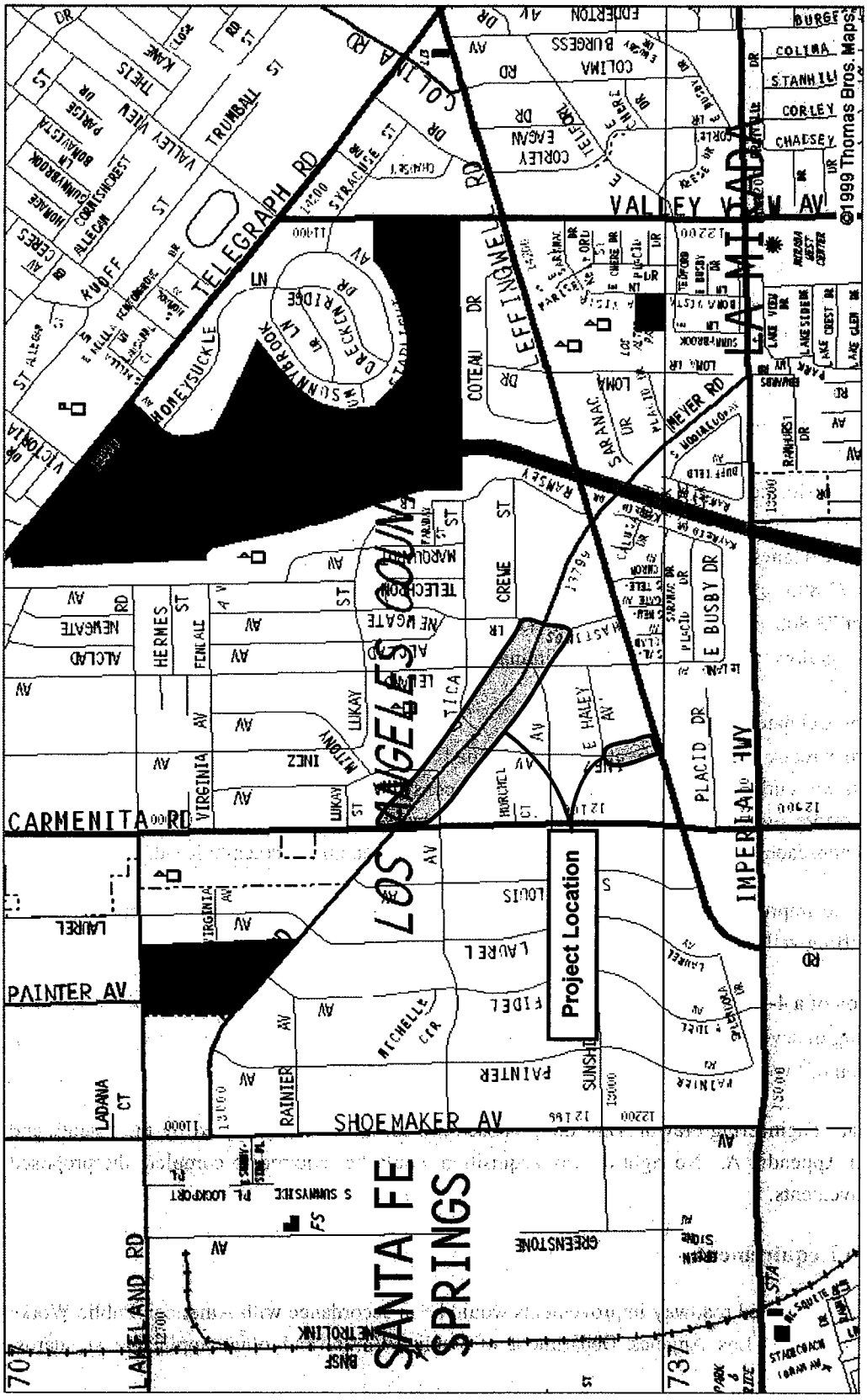

Figure 2-2
Project Vicinity Map

Source: Thomas GuideDigital Edition: Los Angeles and Orange Counties, 2000.

Contract documents for the construction of the project would incorporate provisions regarding standard construction practices including, but not limited to, worker and public safety measures, construction equipment operation and maintenance, erosion and drainage control, and traffic control. A "safe construction practices" plan would be prepared and implemented in accordance with California Occupational Safety and Health Administration requirements for worker and public safety during construction. The construction contractor would be responsible for properly implementing the required Best Management Practices (BMPs) to prevent sediments and pollutants from discharging to adjacent surface waters and storm drains.

Approximately 20 part-time and full-time construction workers would be required to construct the roadway improvements. Construction crews would access Meyer Road from adjacent surface streets, arterials, and highways. Water trucks would be used during all construction activities for dust control. Generally, the following pieces of heavy equipment may be operated during construction:

- 1 Loader
- 1 Backhoe
- 1 Dozer
- 2 Pavers
- 1 Concrete pump
- 1 Electric generator
- 1 Air compressor
- 1 Concrete truck
- 2 High-side end dump truck
- 2 Pickup trucks
- 2 Delivery trucks

It is anticipated that the widening and concrete improvements on the south side would be completed first, with resurfacing, slurry, and striping to follow.

Construction is scheduled to take approximately three months to complete. Construction would occur five days a week, Monday through Friday and would comply with the hours established in the County of Los Angeles Noise Ordinance, which are limited to the hours of 7:00 a.m. and 8:00 p.m.

SECTION 3.0
INITIAL STUDY CHECKLIST

1. **Project title:** Meyer Road Improvements Project

2. **Lead agency:** County of Los Angeles Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

3. **Contact person:** Ms. Sarah Scott
Programs Development Division
County of Los Angeles Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

4. **Project location:** Meyer Road and Inez Avenue, Los Angeles County, CA

The proposed project is located entirely within an unincorporated portion of Los Angeles County, near the City of Santa Fe Springs (Figure 2-1). Meyer Road extends through unincorporated Los Angeles County from its northern end at Shoemaker Avenue in the City of Santa Fe Springs, southeast to Imperial Highway in the City of La Mirada. The boundaries of the roadway improvement project on Meyer Road extend from Carmenita Road to Hastings Drive (Figure 2-2). The Meyer Road improvements include minor improvements to Beaty Avenue, Inez Avenue, Sunshine Avenue, and Leland Avenue. The project also includes improvements on Inez Avenue from Leffingwell Road to Haley Avenue, also in the unincorporated portion of Los Angeles County.

5. **General plan designation:**

The Los Angeles County General Plan Highway Element designation for Meyer Road is Major Highway. A Major Highway is classified as a four- to six-lane divided roadway. Inez Avenue is classified as a local road.

6. **Zoning:**

Meyer Road and the existing right-of-way are zoned as a Major Highway, and Inez Avenue and its existing right-of-way are zoned as a local road. The total length of the proposed project on Meyer Road and Inez Avenue is 0.38 mile and therefore is adjacent to multiple zoning designations. The zoning along Meyer Road from Carmenita Road to Hastings Drive is generally mixed residential. The zones adjacent to Meyer Road in the project area include Single-Family Residential (R-1), Limited Multiple Residential (R-3), Unlimited Commercial (C-3), and Light Agriculture (A-1). The zoning designation adjacent to Inez Avenue is entirely residential.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature **Date**

Printed Name_____
Title:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?				X
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				X
2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?		X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?				X
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
13. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
14. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

SECTION 4.0
IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS - Would the project:

a. Have a substantial adverse effect on a scenic vista?

No Impact. The County of Los Angeles General Plan Conservation Element does not identify any scenic resources near the project area (County of Los Angeles 1986). In addition, the roadway alignment is not visible from any designated scenic vistas or scenic corridors. Therefore, the project would not affect any scenic vistas in the project area, and no impact would occur.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are over 1,200 miles of state-designated scenic highway in California. The nearest designated scenic highway, Angeles Crest Highway (Highway 2), is located approximately 20 miles northwest of the project site in the San Gabriel Mountains. State Highway 39 (San Gabriel Canyon Road), an eligible state scenic highway, is located approximately 19 miles northeast of the roadway alignment. The project site is not visible from these or any other designated scenic highways; therefore, no impacts would occur.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed project includes widening Meyer Road, new pavement, parkway improvements, and a new sidewalk on Inez Avenue, which would improve the existing visual character of the site. To accommodate the sidewalk on the south side of Meyer Road, 42 trees would be removed, including 2 trees on Leland Avenue. New trees would be planted along the new sidewalk to provide landscaping that is uniform in design and as an improvement in the existing visual character of the site. The project would not degrade the existing visual character or quality of the roadway or its surroundings. Less than significant impacts to the visual character of the site would occur.

d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

No Impact. The proposed project does not involve any new lighting above the existing conditions. In addition, no reflective surfaces would be created. As such, the project would not produce a new source of substantial light or glare that would adversely affect daytime or nighttime views in the project area. No impacts would occur.

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant After Mitigation. California is divided into 15 air basins for the purposes of managing the state's air resources on a regional level. The project site is located within the South Coast Air Basin, which consists of all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, including some portions of what used to be the Southeast Desert Air Basin.

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws, regulations, and policies in the South Coast Air Basin (Basin). Included in SCAQMD's tasks are the monitoring of air pollution, the preparation of the State Implementation Plan (SIP) for the Basin, and the promulgation of Rules and Regulations. The SIP includes strategies and tactics to be used to attain the federal air quality standards in the basin. The Rules and Regulations include procedures and requirements to implement the Air Quality Management Plan (AQMP), control the emissions of pollutants, and prevent adverse impacts. The SCAQMD elements of the SIP are taken from the AQMP, which contains the SCAQMD plans for attaining the federal and state standards. Both the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS) have been established to protect the public health and welfare; each air basin is designated as attainment or nonattainment based on these standards. The federal and state ambient air quality standards are presented in Table 4.3-1.

The Basin is designated nonattainment for state particulate matter (PM_{10}), ozone, and carbon monoxide (CO) standards, and federal ozone, CO, and fine particulate matter ($PM_{2.5}$) standards. The closest air monitoring station is located in the City of Pico Rivera, 5.5 miles northwest of the project site. Concentrations of CO and nitrogen dioxide (NO_2) have not exceeded the national or state standards at this monitoring station in the last three years. National $PM_{2.5}$ and ozone standards are still periodically exceeded at this station. State ozone standards have also been periodically exceeded at this station. The station does not monitor PM_{10} concentrations.

Air quality impacts associated with this project were evaluated using the thresholds of significance established by the SCAQMD and presented in the *CEQA Air Quality Handbook* (SCAQMD 1993).

Construction Emissions

The SCAQMD's thresholds of significance for the criteria pollutants are shown in Table 4.3-2. Minor air contaminant emissions during the worst-case period, i.e., during construction activities, would result from the use of construction equipment and trips generated by construction workers and haul/material delivery trucks. Construction equipment would include dozers, scrapers, graders, excavators, ground-tampers, and paving equipment. Construction workers' trips and the use of

diesel-powered construction equipment would emit nitrogen oxide (NO_x), CO, hydrocarbons, and particulates. These emissions would temporarily increase local concentrations. Assumptions of the specific pieces used during each phase are included with the construction emissions calculations in Appendix B. It is anticipated that project construction would occur for approximately three months; no construction activities would be conducted on Saturdays, Sundays, or on national holidays. As shown in Table 4.3-3, construction-related emissions would not exceed SCAQMD's thresholds of significance, except for NO_X emissions during the grading/excavation phase. Due to the potential for NO_X emissions to slightly exceed the applicable thresholds, a mitigation measure has been identified that would reduce this potential impact to a less than significant level. With the incorporation of the identified mitigation, project-related construction emissions would have a temporary less than significant effect on air quality in the vicinity of the project.

The proposed project would not conflict with or obstruct the implementation of the AQMP. Due to the relatively limited amount of earthwork and the short duration of construction activities, air quality impacts resulting from the proposed project would not alter state or federal attainment status for criteria pollutants.

TABLE 4.3-2
SCAQMD AIR QUALITY IMPACT SIGNIFICANCE THRESHOLDS

Pollutant	Project Construction	Project Operation
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Reactive Organic Compounds (ROC)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO_x)	100 lbs/day	55 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

Note: No significance threshold is established for ozone as it is not emitted directly but is a secondary pollutant produced in the atmosphere through a complex series of photochemical reactions involving ROCs and NO_x.

lbs/day - pounds per day

SOURCE: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

Operational Emissions

Operational emissions are typically associated with vehicle trips generated by a land use, such as residential uses, or trips attracted by a land use, such as a shopping center. The proposed project is not a trip generator or a trip attractor and thus would not generate trips. The proposed project is intended to provide a safe and adequate roadway for the existing and anticipated increase in traffic and to bring Meyer Road into compliance with the general plan designation and roadway design standards. The proposed roadway improvements would improve traffic circulation along Meyer Road by eliminating a "bottleneck" condition, which would lower the potential for harmful concentrations of air pollutants, such as CO. Therefore, the proposed project would not result in significant impacts to regional air quality as a result of traffic on the roadway. Operation of the proposed project would not conflict with or obstruct the implementation of the AQMP or alter state or federal attainment status for criteria pollutants.

Mitigation Measures

Due to potential construction-related air quality impacts, the following mitigation measure would be required to reduce potential air quality impacts to less than significant levels:

AQ-1 All signal boards will be solar or battery powered, i.e., no internal combustion-powered signal boards.

b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less than Significant After Mitigation. Refer to response to 4.3(a) above.

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact. As discussed above, the South Coast Air Basin is designated as nonattainment for state PM_{10}, ozone, and CO standards, and federal ozone, CO, and PM_{10} standards. The short-term impacts associated with the construction of the proposed project would not result in a cumulatively considerable net increase in any of these criteria pollutants. Long-term air quality impacts would be less than significant because project operation is not anticipated to contribute to a considerable net increase in air pollutant emissions (see response to 4.3(a) above).

d. *Expose sensitive receptors to substantial pollutant concentrations?*

c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, other means?*

No Impact. The project area and adjacent properties are all fully developed. There is no potential for wetlands to occur in the construction area, as all surfaces adjacent to the roadway are either impermeable hardscape or landscaped non-native trees and shrubs. As such, impacts to wetlands would not occur as a result of the proposed project.

d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less than Significant After Mitigation. Because the site has long been isolated from native habitats, any potential habitat connections are highly constrained. The proposed roadway improvements would not interfere with the movement of any fish or wildlife species, as there are no wildlife corridors or wildlife nursery sites in the vicinity of the roadway. The project includes removing 42 landscaping trees on Meyer Road, and potential root pruning of 7 oak trees on Inez Avenue. Construction is scheduled to take place outside of breeding bird season, which generally runs from March 1 through August 31 (as early as February 1 for raptors) to avoid take of migratory nongame native bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). If tree removal would occur during the breeding season, the mitigation provided below would ensure that no nesting birds protected under the MBTA were significantly affected.

Mitigation Measures

Incorporation of the following mitigation measures would reduce potential impacts to biological resources to a less than significant level.

BIO-1 Should tree removal or grading operations occur during the breeding season for migratory nongame native bird species (generally March 1-August 31, as early as February 1 for raptors), a qualified biologist shall be retained to perform pre-construction surveys and ensure compliance with the Migratory Bird Treaty Act.

e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. As described above, the improvements to Meyer Road would necessitate the removal of 42 landscaping trees. The existing trees are non-native ornamentals and are not protected by any County or State of California ordinances. There are seven Engelmann oak trees (*Quercus*

encountering paleontological resources is low. No impacts to paleontological resources are anticipated.

d. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. There are no records of cemeteries or burial grounds in the project area. As described in Section 4.5(b), the probability of encountering buried archaeological resources during construction is low; therefore, impacts to human remains are not anticipated.

4.6 GEOLOGY AND SOILS - Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Division of Mines and Geology Special Publication 42 and associated Special Studies Zone maps indicate that the project is not located in an Alquist-Priolo Earthquake Fault Zone (CDMG 2000). Active faults are located in the region; however, no fault traces are known to traverse the project site. In addition, no habitable structures would be constructed as a result of the project. As such, impacts from fault rupture are not anticipated.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Major nearby faults include the Norwalk Fault (approximately 1.5 miles southwest of the project site), Whittier Fault (approximately 5 miles northeast of the project site), Newport Inglewood Rose Canyon Fault (approximately 7.3 miles southwest of the project site), Walnut Creek Fault (approximately 9.5 miles northeast of the project site), Palos Verdes Fault Zone (approximately 15 miles southwest of the project site), Santa Monica Fault Zone (approximately 20 miles northwest of the project site), and the San Andreas Fault (approximately 37 miles northeast of the project site) (CDMG 2002). Considering the distance from these active faults, the project site could be subjected to strong ground shaking from seismic activity on these faults. However, this hazard is common in southern California, and the effects of ground shaking can be mitigated through adherence to the most current seismic design standards and engineering practices. Incorporation of all applicable design standards and codes would reduce impacts related to seismic ground shaking to a less than significant level.

4.6(a)(iii)]. The project site is not within an area of known subsidence associated with fluid removal (groundwater or petroleum), peat oxidation, or hydrocompaction. Therefore, the proposed project would not be exposed to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. As such, no mitigation measures would be required and the impact is less than significant.

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

No Impact. The alluvial deposits that occur in the project area are common throughout the Los Angeles Basin. Although some beds of clay are present, expansive soils are not expected to occur in the project area to the extent that they would affect the future condition of the roadway. Impacts related to expansive soils would not occur as a result of this project.

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The proposed project would not generate wastewater or involve the use of septic tanks; therefore, impacts would not occur.

4.7 HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

No Impact. The project would not create a significant hazard to the public or the environment, as it would not involve the routine transport, use, or disposal of hazardous materials. Impacts regarding short-term construction activities and the potential for exposure to hazardous materials are discussed in Section 4.7 (b) below.

b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

No Impact. No hazardous materials are anticipated to be encountered during construction of the proposed project. No gas tanks would be removed or relocated and no accident conditions involving hazardous materials would be created during the construction or operation of the roadway improvements. Standard worksite safety measures and Office of Safety and Health Administration requirements would be implemented during construction and no hazards to the public or the environment would occur.

g. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. Construction of the proposed project would involve periodic lane closures. Construction on Meyer Road and Inez Avenue would occur only on one side of the street at any one time. The roadway would not be completely shut down for any length of time during project construction, nor would any of the streets surrounding the site. Consequently, project construction would have a less than significant impact on emergency response and evacuation plans.

h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The roadway improvements would not increase the fire risk in the project area or the surrounding area, which is located in a highly urbanized developed area. As such, the project would not contribute to wildland fire hazards, and no impacts would occur.

4.8 HYDROLOGY AND WATER QUALITY - Would the project:

a. *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. The project is located within the Los Angeles Regional Water Quality Control Board, Region 4. Under Section 401 of the Clean Water Act, the Regional Water Quality Control Board implements the water quality certification process for any activity that requires a federal permit or license and that may result in the discharge of pollutants into "waters of the U.S.," including wetlands. The Regional Water Quality Control Board also implements provisions of Section 402 of the Federal Clean Water Act and, in particular, administers permitting procedures for the National Pollutant Discharge Elimination System (NPDES). NPDES regulations apply to stormwater discharges and areawide generators of urban runoff. Under the U.S. Environmental Protection Agency's Stormwater Phase I Final Rule, NPDES stormwater permits are required for construction projects that disturb greater than 5 acres of land and for certain industrial facilities. Construction activities disturbing equal to or greater than 1 acre and less than 5 acres of land are also subject to NPDES permitting requirements under the Phase II Final Rule.

The project would not require Section 401 water quality certification; however, because the roadway improvement project would involve grading, clearing, excavation, or other earth-moving process on more than 1 acre and less than 5 acres of land, the project would be subject to Phase II NPDES permit requirements. Phase II NPDES stormwater permits emphasize source control of pollutants through the preparation of a Storm Water Pollution Prevention Plan, implementation of appropriate BMPs that minimize soil erosion and transport of pollutants, and training for operators. Compliance with these

e. *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. A new curb and gutter would be constructed on the south side of Meyer Road; however, runoff from the roadway would continue to drain to the local stormwater drainage system. As described above, construction of the roadway improvements would comply with Phase II NPDES requirements. Overall, the topography of the site would not change as a result of the project, and the increase in impervious surface area would be minimal. Accordingly, the project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

f. *Otherwise substantially degrade water quality?*

Less Than Significant Impact. Refer to 4.8(a) above. The project would not otherwise substantially degrade water quality. As discussed above, less than significant impacts would occur.

g. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The roadway alignment is located approximately ¼ mile west of West Fork Coyote Creek and 3 miles east of the San Gabriel River; however, the project area is not located in a 100-year flood zone (FEMA 1995). As such, impacts related to Federal Emergency Management Agency (FEMA) flood hazard areas would not occur.

h. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. Refer to 4.8(g) above. As discussed, the project area is not in a designated flood zone.

i. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. The east end of Meyer Road is located approximately ¼ mile from North Fork Coyote Creek, which is a tributary to the San Gabriel River. The project site is not located within the potential flood zone of any rivers, levees, or dams. As such, the road improvement project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. No impacts would occur.

j. *Inundation by seiche, tsunami, or mudflow?*

No Impact. The proposed project area is a developed and urbanized city and it does not exhibit suitable habitat for plants and wildlife. There are no adopted Habitat Conservation Plans or Natural Communities Conservation Plans in the vicinity of the project; therefore, no impacts would result.

4.10 MINERAL RESOURCES - Would the project:

a. *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. There are no known mineral deposits of economic importance underlying the site. The roadway improvements would not result in the loss of availability of a known mineral resource; therefore, no impacts would occur.

b. *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

No Impact. There are no designated mineral resource recovery sites in the project area; therefore, no impacts would occur.

4.11 NOISE - Would the project result in:

a. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant After Mitigation. The project site is located in an area that consists of single-family residences and a school (Loma Vista Elementary). These noise-sensitive receptors would potentially be exposed to noise generated during construction of the proposed project and residences along the southern side of Meyer Road, between Carmenita Road and Hasting Drive, would experience a slight increase in noise levels after completion of the proposed project. The distance from the boundary of the proposed construction activities to the nearest single-family residences located immediately adjacent to the project site is approximately 40 feet along both side of Meyer Road. The proximity of the roadway edge would be reduced by 10 feet after project completion for residences along the southern side of the roadway, between Carmenita Road and Hastings Drive, due to the road widening and parkway improvements.

Construction Noise

The proposed improvements and widening of Meyer Road and Inez Avenue would require various types of construction equipment, including some of those listed in Table 4.11-1. The County of Los Angeles Noise Code Section 12.08.440 sets the maximum exterior noise level for temporary

Operational Noise

The County Code does not contain a specific standard for noise impacts from the public right-of-ways. As a result, the standard used to address potential impacts with the widening of Meyer Road will be related to human response to noise level changes. It has been widely accepted that under normal environmental conditions an average human ear perceives a change in noise level of approximately 3 dBA as a barely noticeable increase or decrease, a 5 dBA change is readily apparent and noticeable, and a 10 dBA change is perceived as a doubling or halving of sound levels. Even under laboratory conditions a trained human ear can barely detect a 1.5 dBA change. Based on this understanding, a 3 dBA change may be considered a potential impact depending on affected property and site-specific characteristics, while a 5 dBA or greater change would represent a clearly significant impact at sensitive receptors.

As the proposed project is a road widening project, it would not generate new additional vehicular traffic on Meyer Road or other local streets. However, the proposed project may result in a slight increase in noise levels over existing noise levels due to the relocation of traffic lanes closer to existing land uses. For purposes of analysis, existing noise levels were modeled at 40 feet from the roadway edge. The Federal Highway Administration/California Department of Transportation (FHWA/Caltrans) traffic noise prediction model LEQv2 was used to estimate the potential for noise impacts. Traffic mixes used in the analysis were derived from traffic counts conducted by the County in October 2002. Traffic volumes were provided by the County and were conducted over a week-long period in early February 2003. Traffic was assumed to average 35 miles per hour on Meyer Road. Based on these traffic volumes, the existing noise level during the peak traffic hour along Meyer Road is 64 dBA L_{eq}; the predicted peak traffic hour noise level would be 65 dBA L_{eq}. This would represent approximately a 1 dBA L_{eq} increase, which is undetectable even under laboratory conditions to a trained ear. As such, operational impacts to residences and the school would be less than significant.

Mitigation Measures

Due to potential temporary construction noise impacts, the following mitigation measures would be implemented to reduce potential impacts to less than significant levels:

N-1 All construction equipment operated by the contractor, vendors, suppliers, or subcontractors will be equipped with manufacturer's approved exhaust mufflers.

N-2 All contractors, vendors, suppliers, or subcontractors who operate construction equipment will have a regular maintenance and lubrication program for their equipment.

Less Than Significant After Mitigation. The proposed project would result in less than significant short-term noise impacts during project construction, and less than significant long-term impacts during operation. Please refer to response to 4.11(a) and (c) above for further discussion and mitigation.

e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. There are no airports located within 2 miles of the project site nor is the project located within airport land use plan boundaries. Accordingly, the proposed project would not expose area residents or people working in the project area to excessive noise levels associated with airport noise. No impacts would occur.

f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. There are no private airstrips located in the project vicinity. Accordingly, the proposed project would not expose area residents or people working in the project area to excessive noise levels associated with a private airstrip. No impacts would occur.

4.12 POPULATION AND HOUSING - Would the project:

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?*

No Impact. Project improvements are intended to improve a major highway through Los Angeles County to accommodate the existing and projected traffic volumes and to increase pedestrian safety. The proposed project would not extend the existing roadway or involve the construction of a new road. Given the nature of the improvements, the project would not induce population growth in the area, and no impacts would occur.

b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The roadway widening would occur in an existing County right-of-way. The project would not displace any homes; therefore, no impacts would occur.

c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. There is one school adjacent to the proposed project, Loma Vista Elementary School (13463 Meyer Road, Whittier), located at the corner of Meyer Road and Mina Avenue. The school is set back and elevated from Meyer Road and is separated from the roadway by a parking lot. No other schools are adjacent to the roadway. Operation of the project would not change use of Meyer Road as a major highway. Construction of the project would not impact operation of Loma Vista Elementary School or restrict access to the school. Access to the school would be improved as a result of the additional traffic lane. No impacts would occur.

Parks?

No Impact. The proposed roadway improvements are not adjacent to any parks. The proposed project would not obstruct access to or use of any parks near the project area. No impacts would occur.

Other public facilities?

No Impact. No other public facilities would be significantly altered or otherwise affected by the project.

4.14 RECREATION

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. One park, Amelia Mayberry County Park, is located on Meyer Road, approximately ¼ mile north of the project. There are no other parks located within ¼ mile of the proposed project area. Construction on Meyer Road would not adversely affect access to Amelia Mayberry County Park, nor would it temporarily close the park. Accordingly, impacts related to park use would not occur.

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. The proposed improvements do not include any new recreational facilities, nor would any existing recreational facilities be impacted. No new recreational facilities would be constructed as a result of the proposed project. No impacts would occur.

TABLE 4.15-1
AVERAGE WEEKDAY 24-HOUR TRAFFIC COUNTS ON MEYER ROAD

Intersection	24-Hour Traffic Count
Meyer Road east of Laurel Avenue	9,898
Meyer Road north of Leffingwell Road	10,619
Meyer Road south of Leffingwell Road	5,908

Source: Los Angeles County Department of Public Works 2003

b. *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

No Impact. The Congestion Management Plan (CMP) for Los Angeles County was adopted by the Los Angeles County Metropolitan Transportation Authority in 1995. Construction-related truck trips and operations-related vehicular trips would not significantly increase traffic demand at any intersections nor would it cause a significant increase in the volume to capacity ratio on a freeway segment or freeway on- or off-ramp. Because the project would not generate peak hour trips, impacts to CMP monitoring stations would not occur. No impacts would occur.

c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The proposed project would not generate air traffic or otherwise affect such activities. Accordingly, the proposed project would not result in a change in air traffic patterns. No impacts would occur.

d. *Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact. The project would involve roadway improvements intended to reduce safety hazards in the existing roadway. The proposed project would reduce the potential for accidents by improving the existing flow of traffic on Meyer Road. The new sidewalks and parkway improvements on both Meyer Road and Inez Avenue would improve pedestrian safety. The proposed project would therefore not increase hazards to a design feature nor have any incompatible uses. No impacts would occur.

e. *Result in inadequate emergency access?*

No Impact. Meyer Road and Inez Avenue are currently accessible by emergency vehicles. Construction activities would not completely close Meyer Road or Inez Avenue to thru traffic;

would generate an increase in storm water. Accordingly, the roadway widening and parkway improvements would not require the construction of additional storm water drainage systems.

d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. Construction of the proposed project would require a minimal amount of water used by water trucks for standard dust control measures. Water used during the construction phase would not require new or expanded entitlements. Upon completion, the proposed project would require a negligible amount of water for the landscape on the parkway, similar to the existing conditions. The water necessary to maintain the landscape would be drawn from existing entitlements and resources. No new water systems would be required; therefore, no impact related to water supply would occur.

e. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No Impact. As discussed under 4.16(a), wastewater generation from the roadway would not occur during project construction or operation. Accordingly, the project would not impact the capacity of the wastewater treatment provider.

f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact. It is anticipated that the majority of the construction debris generated by the project would be recycled. Those materials that could not be recycled would be disposed of at certified landfills, at the discretion of the hired contractor. Operation of the roadway would not generate solid waste. Impacts related to landfill capacity would be less than significant.

g. *Comply with federal, state, and local statutes and regulations related to solid waste?*

Less Than Significant Impact. Disposal and recycling of the construction debris would be required to comply with all federal, state, and local regulations. Operation of the proposed project would also be subject to the requirements of the County's Solid Waste Management Program. Compliance with all applicable requirements related to solid waste reduction, disposal, and recycling would ensure that project-related impacts would be less than significant. Operation of the roadway would not generate solid waste; therefore, no long-term impacts would occur.

SECTION 5.0
LIST OF PREPARERS

This IS/MND was prepared by EDAW, Inc. for the County of Los Angeles. Document preparation personnel included:

- **Tom Larkin,** Principal-in-Charge
- **Kimberlee Myers,** Project Manager
- **Eric Wilson,** Quality Assurance
- **Thom Ryan,** Quality Assurance
- **Bill Maddux,** Noise and Air Quality Specialist
- **Jenny Dean,** Graphics Specialist
- **Therese Tempereau,** Technical Editor

CHAPTER 6.0
REFERENCES

California Air Resources Board (ARB)

2004 *Ambient Air Quality Standards.* Available at http://www.arb.ca.gov/.

California Department of Conservation (CDC)

2001 Farmland Mapping and Monitoring Program.

California Department of Fish & Game (CDFG)

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2000 Digital Images of Official Maps of Alquist-Priolo Earthquake Fault Zones of California, Southern Region. CD-ROM 2000-003.

2002 Digital Database of Faults from the Fault Activity Map of California and Adjacent Areas. CD-ROM 2000-006.

County of Los Angeles

1993 County of Los Angeles General Plan Circulation Element

1986 County of Los Angeles General Plan Conservation Element.

County of Los Angeles, Department of Public Works

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Federal Emergency Management Agency (FEMA)

1995 Flood Data from the Q3 Raster Flood Insurance Rate Maps (FIRMs).

South Coast Air Quality Management District (SCAQMD)

1993 *CEQA Air Quality Handbook.* April.

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1971 Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. December 31. Prepared by Bolt, Beranek, and Newman, Inc.

2004 8-Hour Ground-level Ozone Designations. Fact Sheet, Clean Air Ozone Rules of 2004. Available at http://www.epa.gov/ozonedesignations/.

CHAPTER 7.0
RESPONSE TO COMMENTS

The Draft IS/MND (Draft IS/MND) was distributed for public review on November 29, 2004, initiating a 20-day public review period pursuant to CEQA and its implementing guidelines. During the public review period, one letter was received from a private company. The comment letter is listed in the following table and the corresponding County responses are provided in this section. A copy of the comment letter is provided prior to the response.

Table 7-1. List of Comment Letters from Draft IS/MND

Letter No.	Agency	Date Received
1	The American Legion, "Sunshine Acres" Post 477 *Signed: Brian A. Moralez, Post Commander*	December 14, 2004

RECEIVED
DEPT. OF PUBLIC WORKS
2004 DEC 14 PM 4:57
MAILROOM
900 S. FREMONT AVE.

The American Legion, "Sunshine Acres" Post 477
13436 Meyer Road
Whittier, Ca 90605

Ph: 562.944.7868 E-mail sunshineacres477@aol.com
Brian A. Moralez
Post Commander

Dear Mrs. Scott,

We are in receipt of your letter regarding the planned Meyer Road Widening Project. As we understand the plan, Meyer Road is to be widened to a four lane street with new sidewalks. We applaud the goals of this plan: however, the plan will devastate our post business. After speaking to the many surveyors who were out here surveying the site, I was told that a retaining wall and
the sidewalk is to be built from one corner of our driveway to the other, which in turn will close 1-1
off parking and the entrance to the post. This post is very active in the community as we provide a hall for many civic activities as well as rentals for private use. We have been active in the
community since 1941 and is a local historic landmark and was the first community center in 1-2
this part of Whittier. We been working to improve our community for many years now and wish to continue to do so but, this proposed project could force us to close our doors due to the lack of parking. But, with a simple compromise we could save our parking and accomadate the new plan. If you have any questions please contact me at the above numbers.

Yours in Service

Letter 1: **The American Legion, "Sunshine Acres" Post 477**

Comment No.	Response
1-1	The American Legion is concerned that the retaining wall and sidewalk associated with the proposed project would restrict parking and access to the entrance of the Post, which would discontinue daily business activity and productivity. The project plans include a driveway that would provide access to the back of the Post. The County would also provide an additional driveway for access to the front entrance of the Post. This additional driveway would be east of the existing walkway leading up to the front of the building. Therefore, parking and access to the Post would not be restricted and business activities at the Post would continue. The County has coordinated directly with The American Legion to clarify these project features.
1-2	The American Legion is concerned that the proposed project would prevent use of the Post for civic activities and that the building is a historic landmark in this portion of the County and the City of Whittier. The proposed project is limited to road widening and sidewalk improvements within the County right-of-way; therefore, no impact to the historic status of the building would occur. In addition, as shown in the above response to Comment No. 1-1, the proposed project would not adversely impact the daily business activity of the Post.

8.0 MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the final plans and specifications and project construction phase of the Meyer Road Improvements Project.

The County of Los Angeles Department of Public Works (County) is the lead agency responsible for implementation of the seven mitigation measures identified in the IS/MND. This MMRP provides the County with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP includes the following information:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement agency;and
- the monitoring agency.

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Table 8-1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Monitoring Agency
AIR QUALITY				
AQ-1 All signal boards will be solar or battery powered, i.e., no internal combustion-powered signal boards.	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works
BIOLOGICAL RESOURCES				
BIO-1 Should tree removal or grading operations occur during the breeding season for migratory nongame native bird species (generally March 1-August 31, as early as February 1 for raptors), a qualified biologist shall be retained to perform pre-construction surveys and ensure compliance with the Migratory Bird Treaty Act.	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works
NOISE				
N-1 All construction equipment operated by the contractor, vendors, suppliers, or subcontractors will be equipped with manufacturer's approved exhaust mufflers.	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Monitoring Agency
N-2 All contractors, vendors, suppliers, or subcontractors who operate construction equipment will have a regular maintenance and lubrication program for their equipment.	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works
N-3 Stationary sources, such as message boards for traffic control, that will be located within 500 feet of residences, must be solar powered, battery powered, or connected to the local power grid, i.e., not powered by an internal combustion engine.	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works
N-4 Temporary noise barriers, such as wooden barrier walls, mufflers, and noise-attenuating devices, particularly along the boundaries of the project site immediately adjacent to residential land uses, shall be employed by the construction contractor to reduce noise generated during construction, when construction is anticipated to occur for more than 10 consecutive days within 300 feet of a specific sensitive receptor.	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works
N-5 The County shall establish a noise complaint and response procedure that includes a 24-hour telephone number for complaints, and a procedure where a field engineer/construction manager will respond to and	Final Plans and Specifications; Construction	Construction	Los Angeles County Department of Public Works	Los Angeles County Department of Public Works

Mitigation Measure	Implementation Phase[1]	Monitoring Phase[1]	Enforcement Agency	Monitoring Agency
investigate the complaints within 24 hours. A report on the complaint, with resolution of the problem, if needed, will be made to the complainant and to the County noise compliance persons within 48 hours of the initiation of the complaint.				

1 The Implementation and Monitoring phases are broken down into two categories: Final Plans and Specifications and Construction. "Final Plans and Specifications" indicates that the mitigation measure must be incorporated into the final plans and specifications for the project. "Construction" refers to all aspects of the roadway improvement project, including, but not limited to, site preparation, pavement/concrete removal, structural demolition, material hauling, and median/sidewalk construction.

Appendix A

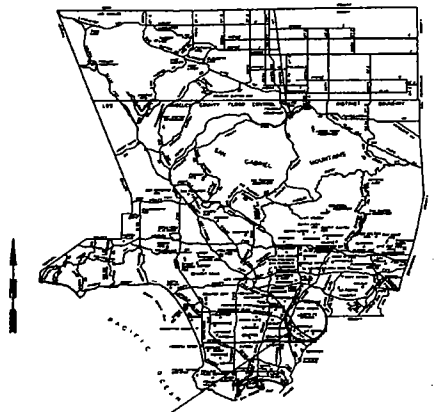
Proposed Project Plans

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

MEYER ROAD

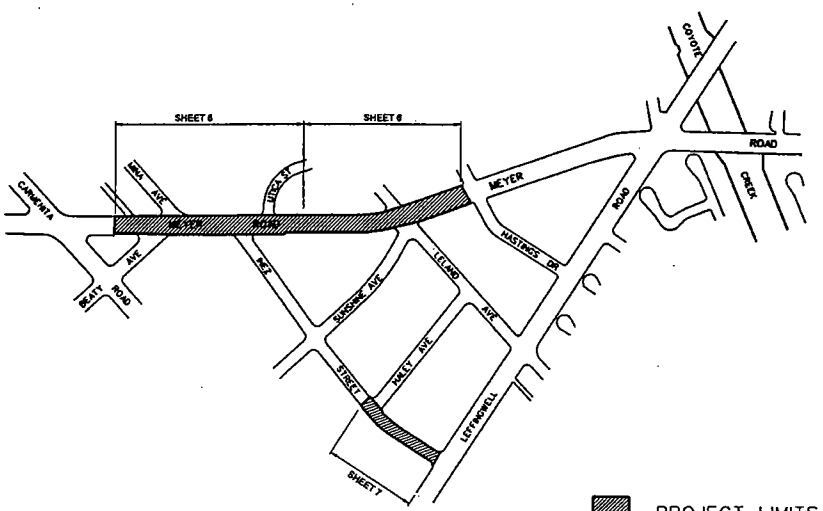
CARMENITA ROAD TO HASTINGS DRIVE, ET AL

TOTAL LENGTH 0.49 MILES



PROJECT SITE
T.G. 707-C7
R.D. 148

LOCATION MAP



PROJECT LIMITS

KEY MAP
NO SCALE

INDEX

Los Angeles County
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Date: 01/30/05

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DESIGNED DSC/ TM
CHECKED DANIEL QUINTANA
CADD PROJECT FILE NAME RDC0013937_TITLESHEET

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APPROVED DONALD L. WOLFE INTERIM DIRECTOR OF PUBLIC WORKS
BY _____ DEPUTY DIRECTOR _____ DATE
RECOMMENDED
BY _____ ASSISTANT DEPUTY DIRECTOR _____ DATE
SUBMITTED
BY _____ HIGHWAY SECTION _____ DATE

DATE	BR	DESCRIPTION
REVISIONS		

THOMAS HO
C60649
12/31/06
CIVIL
STATE OF CALIFORNIA
PROJECT ENGINEER _____ DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

MEYER ROAD
CARMENITA ROAD TO HASTINGS DRIVE, ET AL
TITLESHEET
PROJECT ID NO. RDC0013937

JOB X2700343 | DWG | SHEET 1 OF 7

MeyerRd_Design.dgn 01/31/2005 03:15:32 PM

CONSTRUCTION LEGEND

ITEMS UNDERLINED TO BE CONSTRUCTED

1. PORTLAND CEMENT CONCRETE CURB AND GUTTER
2. PORTLAND CEMENT CONCRETE CURB
3. ASPHALT CONCRETE CURB
4. PORTLAND CEMENT CONCRETE GUTTER
5. PORTLAND CEMENT CONCRETE SIDEWALK, 4" THICK
6. PORTLAND CEMENT CONCRETE SIDEWALK, 6" THICK
7. PORTLAND CEMENT CONCRETE PAVEMENT
8. ASPHALT CONCRETE PAVEMENT
9. ASPHALT CONCRETE PAVEMENT ON BASE MATERIAL
10. ASPHALT CONCRETE PAVEMENT, VARIABLE THICKNESS
11. STABILIZATION GEOTEXTILE
12. SLURRY SEAL
13. COLD MILL ASPHALT CONCRETE PAVEMENT
14. DRIVEWAY, TYPE A (SEE DRIVEWAY DETAIL, SHEET NO. 3)
15. ALLEY INTERSECTION (ON 6" CMB)
16. CROSS GUTTER (ON 6" CMB)
17. RETAINING STRUCTURE
18. DRAINAGE SYSTEM AS SHOWN ON SHEET INDICATED
19. REINFORCED CONCRETE STAIRWAY
20. CURB RAMP, CASE A, TYPE 4, SECTION B-6, DETAIL B UNLESS OTHERWISE SHOWN
21. CONCRETE BUS PAD
22. RUBBERIZED ASPHALT CONCRETE (RBAC)
23. RUBBERIZED ASPHALT CONCRETE (RBAC), VARIABLE THICKNESS OR ASPHALT RUBBER HOT MIX (ARHM), VARIABLE THICKNESS
24. FURNISH AND PLANT TREE (PER CONSTRUCTION NOTE 6)
25. DROP CROTCH TRIM AND ROOT PRUNE TREE, FURNISH AND INSTALL ROOT CONTROL BARRIER
26. ADJUST MANHOLE
27. DOUBLE ADJUST MANHOLE
28. RECONSTRUCT MANHOLE
29. TREE WELL COVERS, TYPE _____, CASE _____
30. CURB DRAIN, CASE _____, N = _____
31. PARKWAY DRAIN, INLET TYPE _____, S = _____
32. RUBBERIZED EMULSION AGGREGATE SLURRY
33. CHAIN LINK FENCE
34. METAL BEAM GUARD RAIL
35. TERMINAL SYSTEM END TREATMENT (TYPE AS SHOWN)
36. HOUSEWALK, 4" PCC

CONSTRUCTION NOTES

CHECKED BOXES ARE FOR ITEMS APPLICABLE TO THIS PROJECT

- ☑ 1. PRIME CONTRACTOR LICENSE REQUIRED: CLASS A OR C12.
- ☑ 2. STANDARD PLANS REFERENCED ARE PER THE STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (SPPWC) UNLESS OTHERWISE NOTED.
- ☑ 3. PRIOR TO RESURFACING, FILL ALL HOLES AND CRACKS WIDER THAN ¼" WITH SS-1h EMULSIFIED ASPHALT AND SAND. PAYMENT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR (RUBBERIZED ASPHALT CONCRETE/ASPHALT RUBBER HOT MIX).
- ☑ 4. PRIOR TO RESURFACING, FILL ALL HOLES AND CRACKS WITH SS-1h EMULSIFIED ASPHALT AND SAND. PAYMENT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR AC PAVEMENT
- ☐ 5. REPLACE AND RELOCATE TRAFFIC SIGNAL AND STREET LIGHTING PULL BOXES AFFECTED BY CURB RAMP AND SIDEWALK CONSTRUCTION. PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE FOR NO. 6 PULL BOX.
- ☐ 6. FURNISH AND PLANT 15 GALLON TREE, PER STD PLAN 520-2 CASE ___, DOUBLE STAKING PER STD PLAN 518-2.
- ☑ 7. ELEVATIONS SHOWN ARE IN FEET ABOVE MEAN SEA LEVEL NGVD 1929. BASED ON LACDPW NORWALK QUAD 1975 ADJUSTMENT, NGVD 1929 DATUM.

CONSTRUCTION SYMBOLS

- (NO) INDICATES WORK PER CONSTRUCTION LEGEND
- (1r) CURVE DATA SHOWN IN TABLE ON PLAN
- 2" P4 ABOVE LINE: INDICATES THE TYPE OF STANDARD OR THICKNESS OF SURFACE MATERIAL IN INCHES; CURB RAMP CASE-TYPE-SECTION AND DETAIL OR TREE PLANTING CASE
- 6" CMB BELOW LINE: REFERENCE TO DETAIL OR THICKNESS OF BASE BASE MATERIAL IN INCHES OR TREE WELL CASE
- (5) a x b / 4" CMB ABOVE THE LINE: a = LENGTH PARALLEL TO CURB, b = LENGTH PERPENDICULAR TO CURB
- R REMOVE TREE
- (14) a, b / 2" P2 ABOVE THE LINE: a = WIDTH OF DRIVEWAY BEHIND APRON, b = DISTANCE BACK OF APRON
  BELOW THE LINE: THICKNESS AND TYPE OF SURFACE MATERIALS BEHIND APRON
  STA W = RES OR COM
  LEFT OF THE LINE: STA OF THE DRIVEWAY APRON
  RIGHT OF THE LINE: DRIVEWAY WIDTH "W" OF APRON
- (19) C, L, S, R, T LEFT OF THE LINE: STA OF THE STAIRWAY
  RIGHT OF THE LINE: STAIRWAY WIDTH AND TYPE
  STA W = TYPE
- (MT) W/L MEDIAN TAPER PER STD PLAN 140-2
- (MF) W/L MEDIAN FLARE PER STD PLAN 141-1
- RU UTILITY TO BE RELOCATED BY OTHERS

STANDARD PLANS

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION, 1997 EDITION

STD. PLAN	TITLE
110-1	DRIVEWAY APPROACHES
111-2	CURB RAMP
120-1	CURB AND GUTTER - BARRIER
150-2	CURB DRAIN
205-1	SEWER MANHOLE ADJUSTMENT
206-1	MANHOLE RAISING RINGS
300-2	CURB OPENING CATCH BASIN
308-1	MONOLITHIC CATCH BASIN CONNECTION
313-1	LOCAL DEPRESSIONS AT CATCH BASINS
523-1	ROOT PRUNING
640-1	REINFORCED CONRETE STAIRWAY
000-0	WALL

LACDPW

STANDARD PLANS, 2000 EDITION

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

STD. PLAN	TITLE
3080-2	PIPE BEDDING IN TRENCES
6203-1	CONCRETE SLOUGH WALL

NON-STANDARD ABBREVIATIONS

ADJ	ADJUST
BWR	BW RADIUS
COM	COMMERCIAL
RES	RESIDENTIAL
BW	BACK OF WALK
DEP	DEPRESS
LD	LOCAL DEPRESSION
LT	LEFT
RT	RIGHT
SPPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
LACDPW	LOS COUNTY DEPARTMENT OF PUBLIC WORKS
PWFB	PUBLIC WORKS FIELD BOOK
PWLB	PUBLIC WORKS LEVEL BOOK

REFERENCES

SURVEY

PWFB 0827 PAGES 2474,2468-2671,2194-2196.
PWLB 0827 PAGES 2194-2196.
RDFB 0827 PAGES 191,192.

MATERIALS TEST REPORT

LAB No. 36868, DATED 01/15/03.
LAB No. 36868, DATED 02/06/2003
LAB No. 36868, DATED 04/22/2003

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CONVENTIONAL SYMBOLS

	EXISTING TOPOGRAPHY	PROPOSED IMPROVEMENTS
CURB		
CURB AND GUTTER		
GUTTER		
PAVEMENT CONCRETE		
AC		
ACCESS RAMP		
BUILDING		
BARRICADE		
FENCE		
GUY POLE		
DRIVEWAY		
FIRE HYDRANT		
GUARDRAIL		
GUY WIRE		
MANHOLE		
PIPE		
CONNECTOR PIPE		
MAIN LINE		
POLE		
PROPERTY LINE		
R/W LINE		
PULL BOX		
RAILROAD		
RETAINING WALL		
RR XING PROTECTION		
SHRUB		
SIDEWALK		
SIGNAL CONTROL BOX		
SIGNAL FLASHING		
TRAFFIC		
LOOP		
STREET LIGHT		
PALM TREE		
OAK TREE		
OTHER TREE		
VALVE		
VAULT		
BRICK (BLOCK) WALL		
CONCRETE WALL		
STONE WALL		
TOP OF SLOPE		
TOE OF SLOPE		
STAND PIPE		

ASPHALT CONCRETE PAVEMENT LEGEND

P1	SURFACE COURSE C2-AR-4000 BASE COURSE B-AR-4000	P4 C2-AR-4000
P2	SURFACE COURSE C2-AR-2000 BASE COURSE B-AR-4000	P5 D1-AR-4000
P3	C1-AR-4000	P6 D2-AR-4000
		P7 D2-AR-2000
		P8 B-AR-4000

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MEYER ROAD

CARMENITA ROAD TO HASTINGS DRIVE, ET AL

PROJECT ID NO. RDC0013937

JOB X2700343 | DWG | SHEET 2 OF 7

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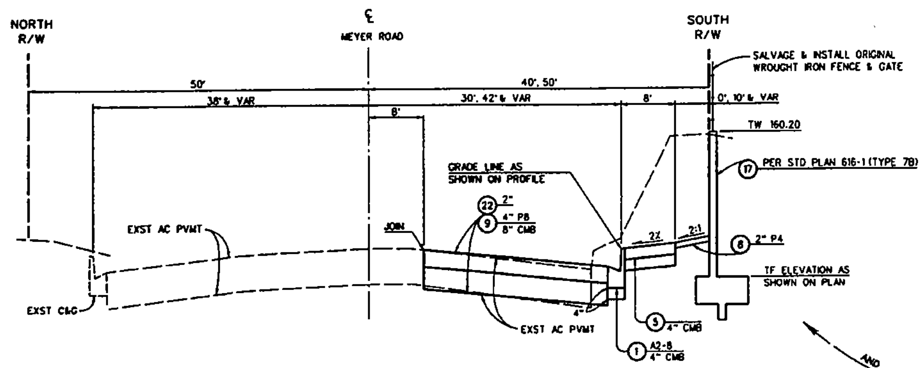
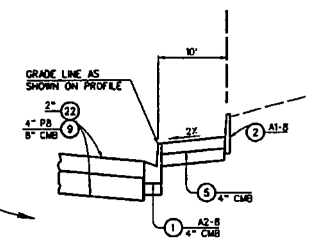
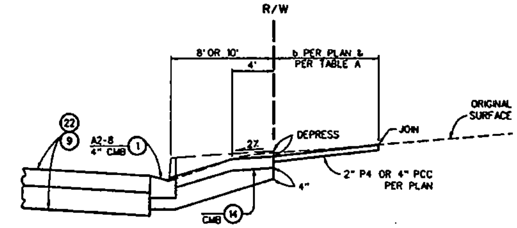


TYPICAL SECTION
STA 6+39.44 TO STA 8+00
NOT TO SCALE

AND



STA 7+40 TO STA 7+70
STA 7+75.5 TO STA 8+31.28
NOT TO SCALE

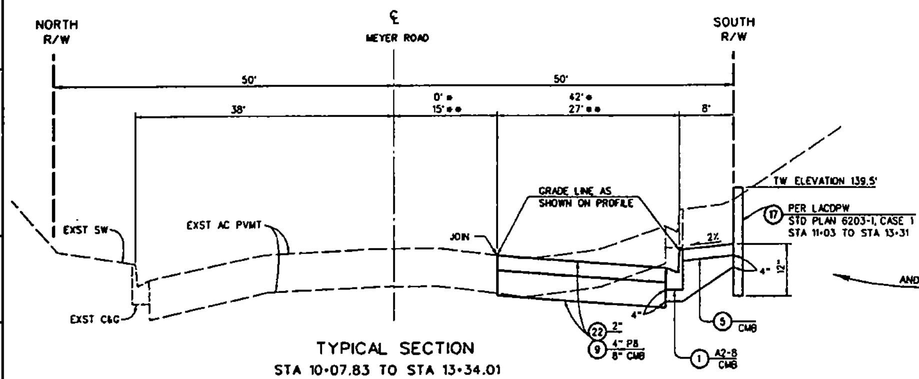


TYPICAL DRIVEWAY DETAIL
NOT TO SCALE

TABLE A
DRIVEWAY ELEVATION TABLE

STATION	OFFSET (FT)	ELEVATION (FT)	DESCRIPTION
7+30	40	155.49	R/W, GB
	45	156.24	GB
	50	156.46	JOIN
10+82	50	139.72	R/W, GB
	55	140.54	GB
	60	141.85	JOIN
15+25	40	144.30	R/W, GB
	45	143.87	GB
	50	142.65	JOIN
24+65	50	138.34	R/W, GB
	55	138	GB
	60	137.24	JOIN

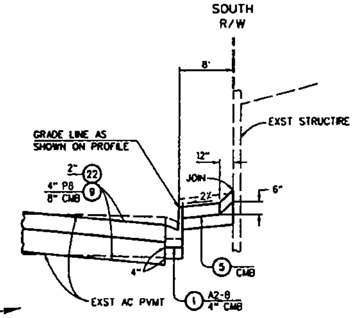
R/W - RIGHT OF WAY
GB - GRADE BREAK



TYPICAL SECTION
STA 10+07.83 TO STA 13+34.01
NOT TO SCALE

* FROM STA 10+07.83 TO STA 12+75
** FROM STA 12+75 TO STA 13+34.01

AND



STA 10+10 TO STA 10+65
NOT TO SCALE

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CARMENITA ROAD TO HASTINGS DRIVE, ET AL
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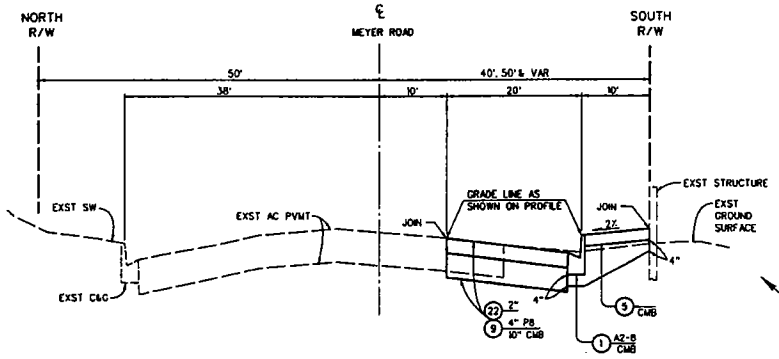

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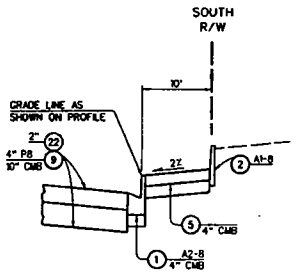
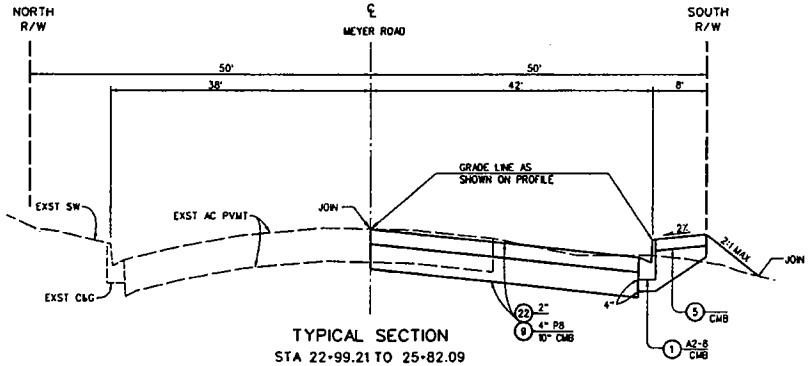


STA 16+13.70 TO STA 16+51.44
STA 16+63.46 TO STA 16+97.67
NOT TO SCALE



TYPICAL SECTION
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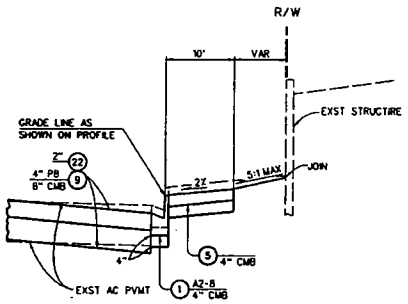

SECTION A-A
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DRAFTER	DESIGNER	CHECKED	CADD PROJECT FILE NAME	REVIEWED	DATE
DSV TH	DSV TH	THOMAS MD	RDC0013937_SECTION	BY	

DATE	BY	DESCRIPTION
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PROJECT ENGINEER DATE

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MEYER ROAD

CARMENITA ROAD TO HASTINGS DRIVE, ET AL
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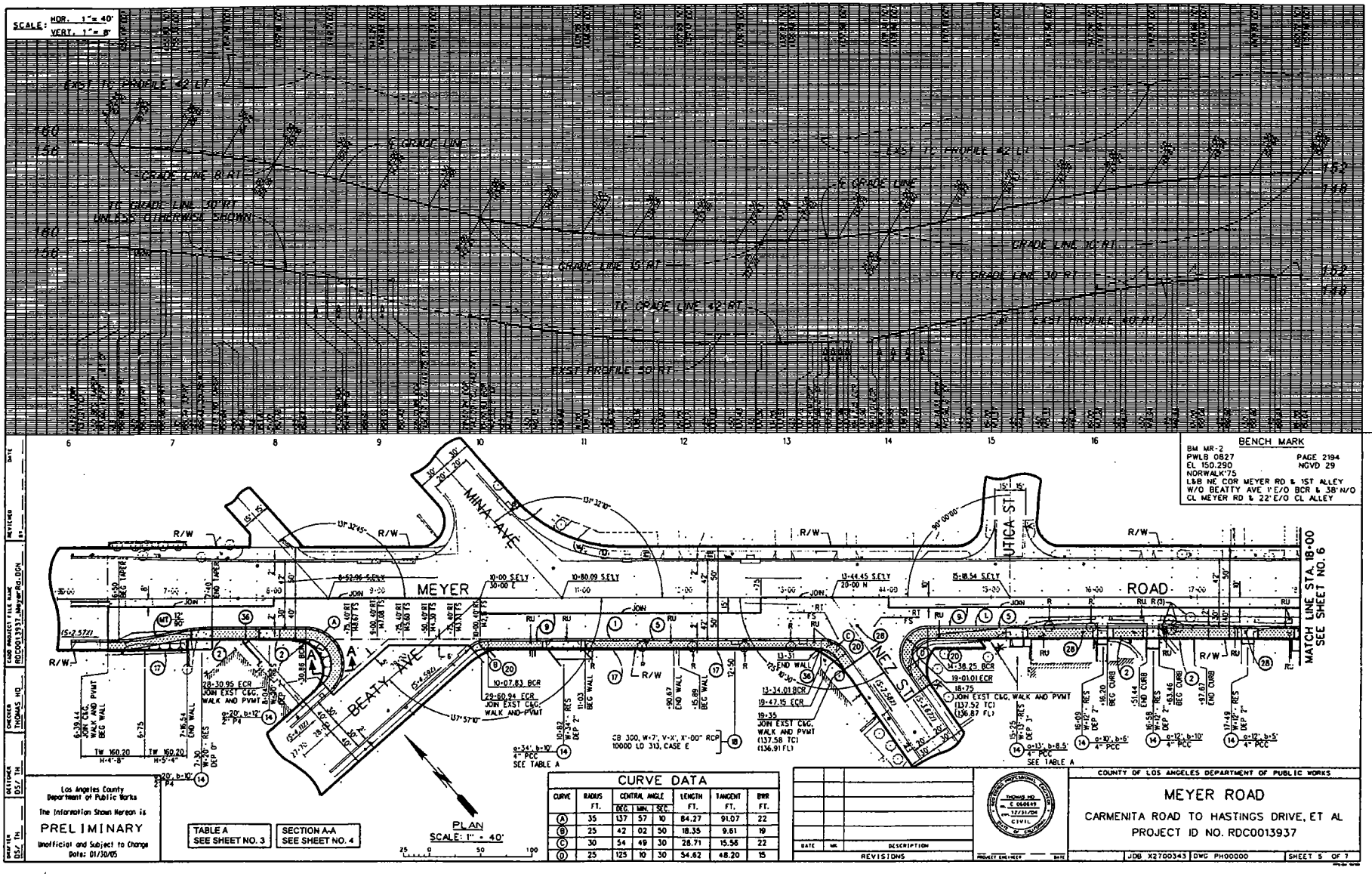
SCALE: HOR. 1"= 40'
VERT. 1"= 8'
EXIST TC PROFILE 42 FT
TC GRADE LINE
GRADE LINE 18 FT
TC GRADE LINE 30 FT
UNLESS OTHERWISE SHOWN
GRADE LINE 10 FT
GRADE LINE 42 FT
EXIST PROFILE 40 FT
EXIST PROFILE 50 FT
6
7
8
9
10
11
12
13
14
15
16
MINA AVE
MEYER
ROAD
UTICA ST.
BEATTY AVE
INEZ ST
R/W
JOIN
RU
RT
FS
MATCH LINE STA. 18+00
SEE SHEET NO. 6
BENCH MARK
BM MR-2
PWLB 0827
PAGE 2194
EL 150.290
NGVD 29
NORWALK'75
L&B NE COR MEYER RD & 1ST ALLEY
W/O BEATTY AVE 1'E/O BCR & 38'N/O
CL MEYER RD & 22'E/O CL ALLEY
CURVE DATA
CURVE
RADIUS FT.
CENTRAL ANGLE DEG. MIN. SEC.
LENGTH FT.
TANGENT FT.
BRR FT.
A 35 137 57 10 84.27 91.07 22
B 25 42 02 50 18.35 9.61 19
C 30 54 49 30 28.71 15.56 22
D 25 125 10 30 54.62 48.20 15
PLAN
SCALE: 1" = 40'
TABLE A
SEE SHEET NO. 3
SECTION A-A
SEE SHEET NO. 4
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CARMENITA ROAD TO HASTINGS DRIVE, ET AL
PROJECT ID NO. RDC0013937
REVISIONS
DESCRIPTION
DATE
JOB X2700343
DWG PH00000
SHEET 5 OF 7
CADD PROJECT FILE NAME RDC0013937_MeyerRd.DGN
DESIGNER DSS/TH
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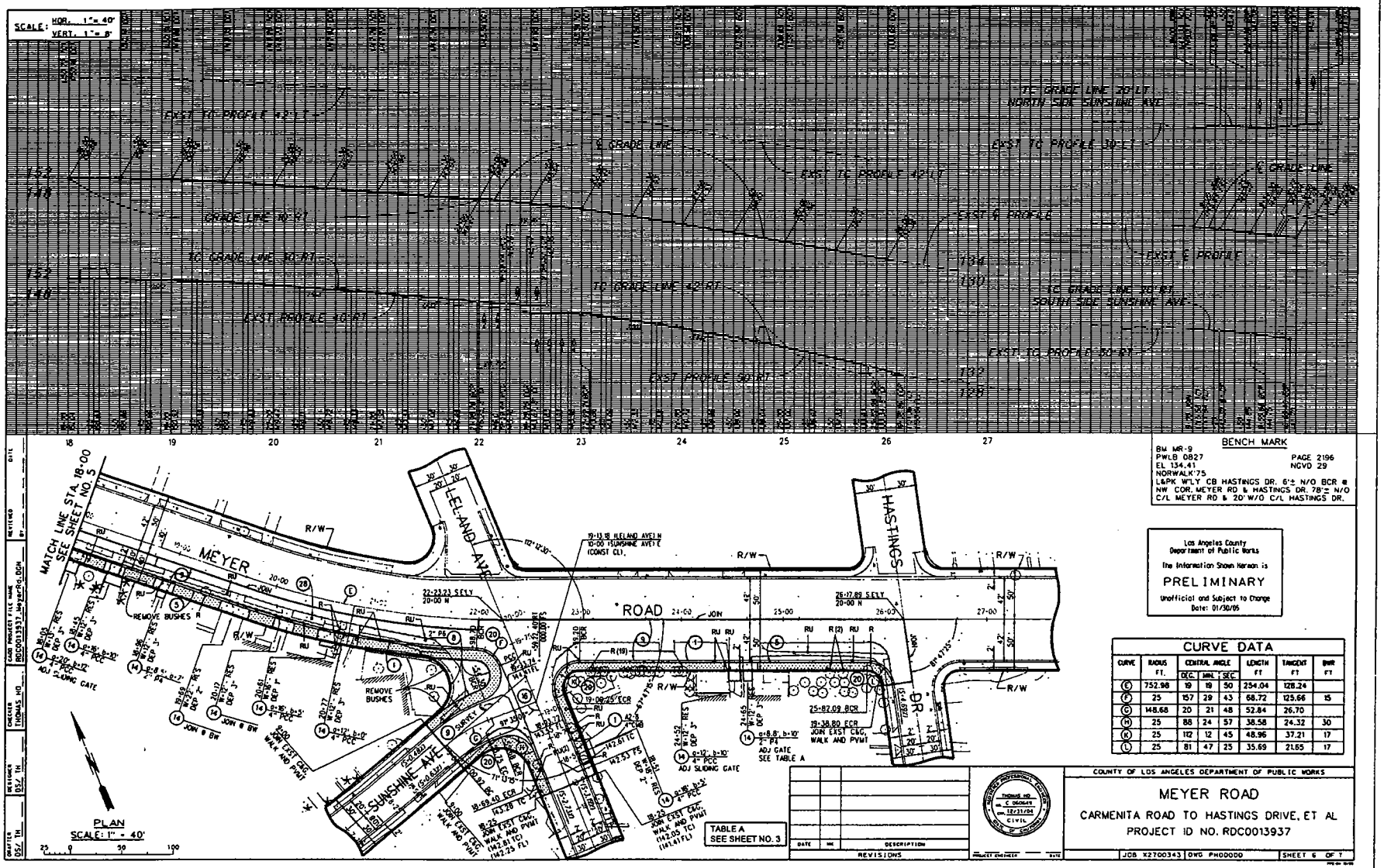
CHECKER THOMAS HO



BENCH MARK

BM MR-9
PWLB 0827
EL 134.41
NORWALK'75

PAGE 2196
NGVD 29

L&PK W'LY CB HASTINGS DR. 6'± N/O BCR @ NW COR. MEYER RD & HASTINGS DR. 78'± N/O C/L MEYER RD & 20'W/O C/L HASTINGS DR.

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CURVE DATA

CURVE	RADIUS FT.	CENTRAL ANGLE DEG.	MIN.	SEC.	LENGTH FT	TANGENT FT	BWR FT
E	752.98	19	19	50	254.04	128.24	
F	25	157	29	43	68.72	125.66	15
G	148.68	20	21	48	52.84	26.70	
H	25	88	24	57	38.58	24.32	30
K	25	112	12	45	48.96	37.21	17
L	25	81	47	25	35.69	21.65	17

DATE	MK	DESCRIPTION
		REVISIONS

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

MEYER ROAD

CARMENITA ROAD TO HASTINGS DRIVE, ET AL
PROJECT ID NO. RDC0013937

JOB X2700343 | DWG PH00000 | SHEET 6 OF 7

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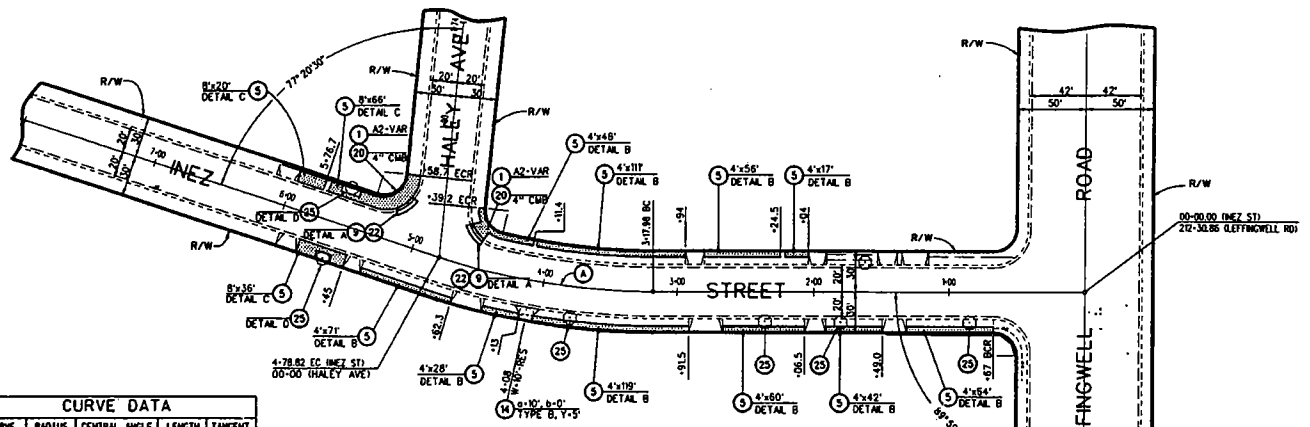
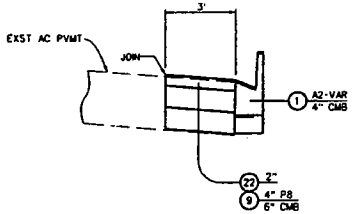


CURVE DATA						
CURVE	RADIUS FT.	CENTRAL ANGLE DEG.	MIN.	SEC.	LENGTH FT.	TANGENT FT.
(A)	499.85	18	26	10	160.84	81.12

PLAN
NOT TO SCALE



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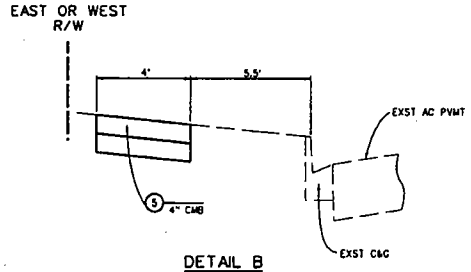

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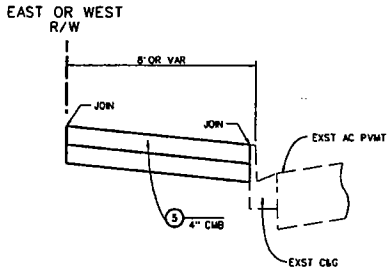

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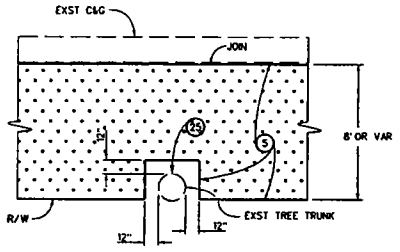

DETAIL D
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THOMAS HO C60619 12/31/04 CIVIL STATE OF CALIFORNIA
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MEYER ROAD

CARMENITA ROAD TO HASTINGS DRIVE, ET AL
PROJECT ID NO. RDC0013937

JOB X2700343 | DWG | SHEET 7 OF 7

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Appendix B

Air Quality Calculations

Road Construction Emissions Model

Version 5.1

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a
yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells C10 through C28.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

Input Type		
Project Name	Meyer Road Improvement	
Construction Start Year	2005	Enter a Year between 2000 and 2010 inclusive
Project Type	2	1 New Road Construction 2 Road Widening 3 Bridge/Overpass Construction
Project Construction Time	3	months
Predominate Soil/Site Type: Enter 1, 2, or 3	1	1. Sand Gravel 2. Weathered Rock-Earth 3. Blasted Rock
On-Road Emission Factors: Enter 1, 2, or 3	4	1. Emfac7fv1.1 4. Emfac2002 2. Emfac7G 3. Emfac2001
Project Length	1	mile
Total Project Area	3	acres
Maximum Area Disturbed/Day	1	acres
Water Trucks Used?	1	1. Yes 2. No
Soil Imported		yd^3/day
Soil Exported	838	yd^3/day
Average Truck Capacity	20	yd^3 (assume 20 if unknown)

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells C37 through C40.

Construction Periods	User Override of Construction Months	Program Calculated Months	2000	%	2001	%	2002
Grubbing/Land Clearing		0.3	0.00	0.00	0.00	0.00	0.00
Grading/Excavation		1.2	0.00	0.00	0.00	0.00	0.00
Drainage/Utilities/Sub-Grade		1.1	0.00	0.00	0.00	0.00	0.00
Paving		0.5	0.00	0.00	0.00	0.00	0.00
Totals	3	3					

Hauling emission default values can be overridden in cells C48 through C50.

Soil Hauling Emissions	User Override of Soil Hauling Defaults	Default Values
User Input		
Miles/round trip		30
Round trips/day		41.9
Vehicle miles traveled/day (calculated)	0	1257

Hauling Emissions	ROG	NOx	CO	PM10
Emission rate (grams/mile)	0.80	10.58	9.30	0.33
Pounds per day	2.5	29.3	25.7	0.9
Tons per contruction period	0.01	0.16	0.14	0.00

Worker commute default values can be overridden in cells C62 through C67.

Worker Commute Emissions	User Override of Worker Commute Default Values	Default Values'
Miles/ one-way trip		20
One-way trips/day		2
No. of employees: Grubbing/Land Clearing		5
No. of employees: Grading/Excavation		9
No. of employees: Drainage/Utilities/Sub-Grade		8
No. of employees: Paving		6

	ROG	NOx	CO	PM10
Emission rate (grams/mile)	0.38	0.72	7.94	0.04
Emission rate (grams/trip)	1.97	0.86	19.60	0.02
Pounds per day - Grubbing/Land Clearing	0.2	0.3	3.5	0.0
Tons per const. Period - Grub/Land Clear	0.0	0.0	0.0	0.0
Pounds per day - Grading/Excavation	0.3	0.6	6.1	0.0
Tons per const. Period - Grading/Excavation	0.0	0.0	0.0	0.0
Pounds per day - Drainage/Utilities/Sub-Grade	0.3	0.5	5.2	0.0
Tons per const. Period - Drain/Util/Sub-Grade	0.0	0.0	0.1	0.0
Pounds per day - Paving	0.2	0.4	4.4	0.0
Tons per const. Period - Paving	0.0	0.0	0.0	0.0
tons per construction period	0.0	0.0	0.2	0.0

Water truck default values can be overriden in cells C87 through C89 and E87 through E89.

Water Truck Emissions	Number of Water Trucks	Program Estimate of Number of Water Trucks	User Override of Water Truck Miles Traveled	Default Values Miles Traveled/Day	
Grubbing/Land Clearing - Exhaust		1		40	40
Grading/Excavation - Exhaust		1		40	40
Drainage/Utilities/Subgrade		1		40	40
	ROG	NOx	CO	PM10	
Emission rate (grams/mile)	0.80	10.58	9.30	0.33	
Pounds per day - Grubbing/Land Clearing	0.1	0.9	0.8	0.0	
Tons per const. Period - Grub/Land Clear	0.00	0.01	0.00	0.00	
Pound per day - Grading/Excavation	0.1	0.9	0.8	0.0	
Tons per const. Period - Grading/Excavation	0.00	0.01	0.00	0.00	
Pound per day - Drainage/Utilities/Subgrade	0.1	0.9	0.8	0.0	
Tons per const. Period - Drainage/Utilities/Subgrade	0.00	0.01	0.01	0.00	

Fugitive dust default values can be overridden in cells C104 and C105.

Fugitive PM10 Dust	User Override of Max Acreage/Day	Default Maximum Acreage/Day	pounds/day	tons/per period
Fugitive Dust - Grubbing/Land Clearing		1	5.0	0.0
Fugitive Dust - Grading/Excavation		1	5.0	0.0
Fugitive Dust - Drainage/Utilities/Subgrade		1	5.0	0.1

Off road equipment default number of vehicles can be overridden in cells B115 through B224.

Off-Road Equipment Emissions

Grubbing/Land Clearing Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day
		Backhoes	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00
		Compactor	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00
	1	Dozer	3.59	18.12	28.10	1.39
		Excavator	0.00	0.00	0.00	0.00
		Forklifts, Rough Terrain	0.00	0.00	0.00	0.00
		Grader	0.00	0.00	0.00	0.00
		Loaders, Rubber Tired	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00
		Other Construction Equip.	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00
	1	Scrapper	3.61	19.23	23.24	1.17
	2	Signal Boards	1.31	3.33	4.81	0.48
		Skid Steer Loaders	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00
		Tractors	0.00	0.00	0.00	0.00
		Trenchers	0.00	0.00	0.00	0.00
		pounds per day	8.5	40.7	56.2	3.1
		tons per period	0.0	0.2	0.3	0.0

Grading/Excavation	Number of Vehicles		ROG	CO	NOx	PM10
Override of Default Number of Vehicles	*Program-estimate*	Type	pounds/day	pounds/day	pounds/day	pounds/day
		Backhoes	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00
		Compactor	0.00	0.00	0.00	0.00
	0	Cranes	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00
		Dozer	0.00	0.00	0.00	0.00
	1	Excavator	1.84	10.99	10.33	0.54
		Forklifts, Rough Terrain	0.00	0.00	0.00	0.00
	1	Grader	1.20	5.11	11.46	0.61
	1	Loaders, Rubber Tired	0.92	4.00	8.67	0.46
		Off-Highway Trucks	0.00	0.00	0.00	0.00
	1	Other Construction Equip.	2.08	14.00	12.48	0.68
		Pavers	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00
	1	Scrapper	3.61	19.23	23.24	1.17
	2	Signal Boards	1.31	3.33	4.91	0.48
		Skid Steer Loaders	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00
		Tractors	0.00	0.00	0.00	0.00
		Trenchers	0.00	0.00	0.00	0.00
		max pounds per day	11.0	56.7	71.1	3.9
		tons per period	0.1	0.3	0.4	0.0

Drainage/Utilities/Subgrade	Number of Vehicles		ROG	CO	NOx	PM10
Override of Default Number of Vehicles	*Program-estimate*	Type	pounds/day	pounds/day	pounds/day	pounds/day
		Backhoes	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00
	1	Compactor	2.08	14.00	12.48	0.68
		Cranes	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00
		Dozer	0.00	0.00	0.00	0.00
		Excavator	0.00	0.00	0.00	0.00
		Forklifts, Rough Terrain	0.00	0.00	0.00	0.00
	1	Grader	1.20	5.11	11.46	0.61
		Loaders, Rubber Tired	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00
		Other Construction Equip.	0.00	0.00	0.00	0.00
		Pavers	0.00	0.00	0.00	0.00
		Paving Equipment	0.00	0.00	0.00	0.00
		Rollers	0.00	0.00	0.00	0.00
	1	Scrapper	3.61	19.23	23.24	1.17
	2	Signal Boards	1.31	3.33	4.91	0.48
		Skid Steer Loaders	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00
		Tractors	0.00	0.00	0.00	0.00
	1	Trenchers	0.99	3.56	6.55	0.58
		max pounds per day	9.2	45.2	58.6	3.5
		tons per period	0.1	0.5	0.6	0.0

Paving Override of Default Number of Vehicles	Number of Vehicles *Program-estimate*	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day
		Backhoes	0.00	0.00	0.00	0.00
		Bore/Drill Rigs	0.00	0.00	0.00	0.00
		Concrete/Industrial Saws	0.00	0.00	0.00	0.00
		Compactor	0.00	0.00	0.00	0.00
		Cranes	0.00	0.00	0.00	0.00
		Crawler Tractors	0.00	0.00	0.00	0.00
		Crushing/Proc. Equipment	0.00	0.00	0.00	0.00
		Dozer	0.00	0.00	0.00	0.00
		Excavator	0.00	0.00	0.00	0.00
		Forklifts, Rough Terrain	0.00	0.00	0.00	0.00
		Grader	0.00	0.00	0.00	0.00
		Loaders, Rubber Tired	0.00	0.00	0.00	0.00
		Off-Highway Trucks	0.00	0.00	0.00	0.00
		Other Construction Equip.	0.00	0.00	0.00	0.00
	1	Pavers	0.93	4.03	8.75	0.46
	1	Paving Equipment	0.85	3.56	8.85	0.46
	1	Rollers	0.59	2.55	5.52	0.29
		Scrapper	0.00	0.00	0.00	0.00
	2	Signal Boards	1.31	3.33	4.91	0.48
		Skid Steer Loaders	0.00	0.00	0.00	0.00
		Surfacing Equipment	0.00	0.00	0.00	0.00
		Tractors	0.00	0.00	0.00	0.00
		Trenchers	0.00	0.00	0.00	0.00
		pounds per day	3.7	13.5	28.1	1.7
		tons per period	0.0	0.1	0.3	0.0
Total Emissions (tons per construction period)			0.2	1.2	1.7	0.1

0

Equipment default values for horsepower, load factor, and hours/day can be overridden in cells C235 through C256, E235 through E256, and G235 through G256.

Equipment		Default Values Horsepower		Default Values Load Factor		Default Values Hours/day
Bore/Drill Rigs		218		0.75		8
Concrete/Industrial Saws		84		0.73		8
Cranes		190		0.43		8
Crawler Tractors		143		0.575		8
Crushing/Proc. Equipment		154		0.78		8
Excavators		180		0.58		8
Graders		174		0.575		8
Off-Highway Tractors		255		0.41		8
Off-Highway Trucks		417		0.49		8
Other Construction Equipment		190		0.62		8
Pavers		132		0.59		8
Paving Equipment		111		0.53		8
Rollers		114		0.43		8
Rough Terrain Forklifts		94		0.475		8
Rubber Tired Dozers		352		0.59		8
Rubber Tired Loaders		165		0.465		8
Scrapers		313		0.66		8
Signal Boards		25		0.82		8
Skid Steer Loaders		62		0.515		8
Surfacing Equipment		437		0.49		8
Tractors/Loaders/Backhoes		79		0.465		8
Trenchers		82		0.695		8

Default load factors from SCAQMD CEQA Handbook, 1993.

Default horsepower values from Appendix B, California Air Resources Board's Offroad Model (see also Appendix B of this spreadsheet).

Signal board horsepower based on: U.S. EPA, 1998. Final Regulatory Impact Analysis: Control of Emissions from Nonroad Diesel Engines (EPA420-R-98-016).

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END OF DATA ENTRY SHEET

Meyer Road Traffic Data

Day/Night Traffic Volume Mix	
Night Time	11.9%
Day Time	76.5%
Evening	11.6%
Total	100.0%

Traffic Mix		
Maximum Volume	10,619	100.0%
Automobiles	10,020	94.4%
Motorcycles	36	0.3%
Medium Trucks	362	3.4%
Heavy Trucks	158	1.5%
Buses	42	0.4%

		S32
Total Peak Hour Volume	956	
Automobiles	902	905
Motorcycles	3	
Medium Trucks	33	36
Heavy Trucks	14	14
Buses	4	